

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones
"TOWAN"	2,338 "	" W. A. Valentine
"FATSHAN"	2,260 "	" R. D. Thomas
"HANKOW"	2,073 "	" C. V. Lloyd
"KINSHAN"	1,995 "	" J. J. Lossius

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain C. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....588 tons.....Captain J. Willox.

"NANNING".....569 tons....." C. Butcher

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

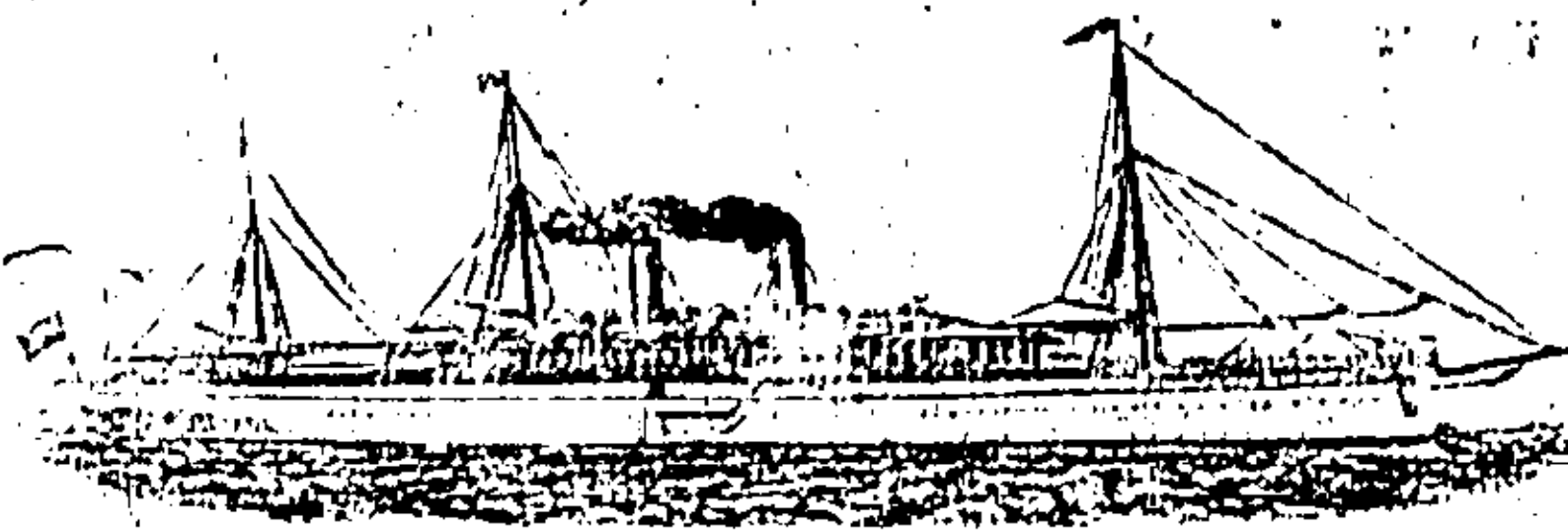
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,382	WEDNESDAY, September 12	October 6
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	5,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22	December 10

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers and 1st Class on Railways.....£40.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, Corner Piddar Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309.....T. R. MEAD.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4

Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st Class single \$1 with cabin berth.....\$2.00

return \$2.....\$3.00

Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf at Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD.,

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Ships.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	35. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case, the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILHELM	4,753	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£28. 0. 0.	£18. 0. 0.	£14. 0. 0.
Return	£42. 0. 0.	£27. 0. 0.	£21. 0. 0.
TO BRISBANE	£30. 0. 0.	£18. 0. 0.	£14. 0. 0.
Return	£44. 0. 0.	£27. 0. 0.	£21. 0. 0.
TO SYDNEY	£31. 0. 0.	£18. 0. 0.	£14. 0. 0.
Return	£45. 0. 0.	£27. 0. 0.	£21. 0. 0.
TO MELBOURNE	£34. 10. 0.	£24. 0. 0.	£16. 0. 0.
Return	£52. 0. 0.	£36. 0. 0.	£24. 0. 0.
TO YOKOHAMA	\$80.00	\$50.00	\$40.00
Return	\$120.00	\$75.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$75.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$75.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver, by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. GNEISENAU.....WEDNESDAY, 12th September.

SHANGHAI, TSINGTAU, NAGASAKI, HIOGO & PRINZ LUDWIG.....TUESDAY, 25th September.

YOKOHAMA & KOBE.....PRINZ SIGISMUND.....WEDNESDAY, 26th September.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 7th September, 1906.

MELCHERS & CO.,

AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out; 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 500, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liobers, Sootta, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August, 1906.

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WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905

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EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repair. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Hentlock Street. 566, Nanking Road, Hongkong, 27th November, 1905

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.
 LARGE SELECTION OF VIEWS ALWAYS ON HAND.

Intimations.

Wm. POWELL LTD.,
ALEXANDRA BUILDINGS.

LARGE CURTAINS

Large Variety.

3 yds. \$ 2.30 to \$ 6.00 a pair.
3½ yds. 3.75 to 9.50
4 yds. 4.75 to 10.50
4½ yds. 6.75 to 13.50
5 yds. 10.00 to 21.00

MUSLIN CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecu).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S HONGKONG.

Hongkong, 25th August, 1906.

Intimations.

K. A. J. OHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May 1906. [530]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for "SUBSCRIPTION" GRIFFINS for our next Race Meeting are requested to notify the Undersecretary before SATURDAY, the 8th September next.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 29th August, 1906. [535]

HONGKONG GYMKHANA CLUB.

THE Fifth Meeting of the Season will be held at the Happy Valley, TO-MORROW, the 8th instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

The Committee invite the Ladies of Hongkong to be present.

Post Entries will be accepted for Event No. 4.

C. G. MACKIE, Hon. Secretary.

Hongkong, 7th September, 1906. [539]

BLACKHEAD & CO.,
SHIPCHANDLERS, SHIPMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, 10, NASSAU STREET.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM

P. & Q. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES, ALWAYS IN STOCK.

REASONABLE PRICES.
HONGKONG, 5th March, 1905. [540]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has reopened their FURNITURE STORE

No. 35, DES VUEUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. Watson & Co., Ltd., Firms and other leading establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
HONGKONG, 1st March, 1906. [546]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED.

In the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work. Address applications, giving training, references, experience and samples of work, to—

H. E. CHANG, President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited.
Canton, 15th August, 1906. [549]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

MONDAY,

the 10th September, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon;

64 DECAUVILLE TRUCKS,
100 AXLE-BOXES for same.

18 AXLES,
60 WHEELS,
9 OIL CUPS.

IN ONE LOT.

TERMS:—Cash on delivery.

GEORGE P. LAMMERT, Auctioneer.

Note.—The Trucks can be converted into Tipping Waggon and are suitable for filling in purposes.

Inspection orders can be had from the Auctioneer.

Hongkong, 3rd September, 1906. [591]

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Second Mortgagee to sell by PUBLIC AUCTION, ON

MONDAY,

the 17th day of September, 1906, at 3 o'clock in the afternoon, at his Sale Rooms in Duddell Street

(Subject to a First Mortgage of \$25,000 and interest)

All that the Vendor's interest as a Second Mortgagee of and in THE RECLAMATION TO MARINE LOT 221 with the Houses situate thereon, and known as 155, Connaught Road Central and 309, Des Voeux Road Central. The premises are held under Reclamation and Possession Agreements by which the owner of the premises is entitled to a Crown Lease of the same for 999 years upon the terms and conditions contained in such Agreements.

Area 2,240 square feet.
Annual Crown Rent \$42.

For particulars and conditions of sale apply to—

MR. GEO. P. LAMMERT, Auctioneer,
No. 3 Duddell Street.

or to Messrs. JOHNSON, STOKES & MASTER, No. 8 Des Voeux Road Central, The Vendor's Solicitors.

Hongkong, 1st September, 1906. [579]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION, ON

TUESDAY AND WEDNESDAY,

the 18th and 19th September, 1906, at 10 A.M. each day, at H. M. NAVAL YARD,

SUNDRY NAVAL VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising:—

BOATS' ENGINES AND BOILERS, LATHES, TURNABLES, ANCHORS, MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE, HAWERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING AND MATERIALS, CASK STAVES, KNEE BOOTS, SURPLUS PROVISIONS including MARMA-LADE and COFFEE, OFFICERS' MESS TRAPS, TOBACCO, &c., &c.

TERMS OF SALE:—As customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 3rd September, 1906. [584]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—SIEMSEN & CO.,
HONGKONG, 10th January, 1903. [562]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 30th September, 1905. [57]

FOR SALE.

WELSHBACH'S IN-DOOR AND OUT-DOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OHIM-NEWS, GLOBES, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO., 100, Des Voeux Road Central, Hongkong, 1st September, 1906. [59]

HONGKONG GYMKHANA CLUB.

THE PROGRAMME.

The 5th Meeting of the Hongkong Gymkhana Club will be held at the Happy Valley on Saturday next, 8th inst. Following is the programme:—

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China Ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A cup presented, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Brutton's Preston, 1st 5lb
Mr. Clarke's Pathan, 1st 5lb
Mr. W. J. Gresson's Ionic, 1st 5lb
Mr. Macdonald's Highland Giltie, 1st 5lb
Mr. O'Hery's Aethelbert, 1st 5lb

2.—4.30 P.M.—DISTANCE. HANDICAP.—OPEN COMERS.—For all horses, ponies and donkeys—description (whether water, country bred, China pony, or donkey, &c.), name and height of animal, and standing weight of rider to be given. Entrance fee \$5. Two prizes.—One to go to winner and the other to the first heavy-weight (over 12 stone) past the post. First prize: Presented by Mr. G. K. H. Brutton. Heavy-weight prize: Presented by the Club.

Mr. Clarke's Pathan, 1st 5lb
Mr. Clarke's Lashmere, 1st 5lb
Mr. Coleman's Linkman, 1st 5lb
Mr. O'Hery's Merryville, 1st 5lb
Mr. W. J. Gresson's Mamodeen, 1st 5lb
Mr. Hynes's Ingot, 1st 5lb
Mr. Macdonald's Highland Giltie, 1st 5lb
Mr. Godfrey Master's Mingo, 1st 5lb
Mr. O'Hery's Fed Herring, 1st 5lb
Mr. O'Hery's Aethelbert, 1st 5lb
Mr. Reinbeck's Saxonia, 1st 5lb

*Scratch pony to start at 1-mile post.

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—For all China ponies. Catch weights at 10 to 12 lb. Winners of an open race or open griffin race allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 3 for a second; and 2 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club race. At the conclusion of the season a cup value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

Mr. Brutton's Kingston, 1st 5lb
Hon. Mr. W. J. Gresson's Ionic, 1st 5lb
Mr. Godfrey Master's Blue Nile, 1st 5lb

4.—5.30 P.M.—LADIES' NOMINATION.—"AUNT SALLY" RACE.—Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3; 1st prize: presented by the Club, and prize: presented by the Club.—Post entries.

5.—6 P.M.—THREE QUARTERS OF A MILE FLAT RACE. HANDICAP.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st Prize: A cup presented by Sir Paul Chater, Kt., C.M.G., 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Brutton's Diadem, 1st 5lb
Mr. Clarke's Pathan, 1st 5lb
Mr. Clarke's Lashmere, 1st 5lb
Mr. O'Hery's Merryville, 1st 5lb
Hon. Mr. W. J. Gresson's Ionic, 1st 5lb
Hon. Mr. W. J. Gresson's Eager, 1st 5lb
Mr. Hickman's Roscommon, 1st 5lb
Mr. Hynes's Ingot, 1st 5lb
Mr. Macdonald's Highland Giltie, 1st 5lb
Mr. Godfrey Master's Blue Nile, 1st 5lb
Mr. O'Hery's Aethelbert, 1st 5lb
Mr. O'Hery's Red Herring, 1st 5lb

6.—6.30 P.M.—HURDLE RACE.—For China ponies. Distance, about one mile and a quarter. Catch weights 10 to 12 lb. Winners of hurdle races at previous Gymkhana three seasons to carry 5 lb. extra. Entrance fee \$5. 1st prize: A cup presented, 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Brutton's Preston, 1st 5lb
Hon. Mr. W. J. Gresson's Eager, 1st 5lb

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st September.

LEVEL.

1905. 1906.

Tytan... 15' 2" above 15' 14" below
Byewash... 20' 0" above 20' 0" below
Pokfulam... 0' 0" level 0' 0" below
Wongnei... 0' 06" below 15' 11" below
Chong... overflow overflow

STORAGE GALLONS.

1905. 1906.

Tytan... 386,240,000 268,660,000
Byewash... 22,407,000 442,000
Pokfulam... 66,000,000 49,500,000
Wongnei-chong... 19,564,000 15,627,000

Total... 494,301,000 331,929,000

Consumption of Water in the City of Victoria and Hill District during the month of August.

1905. 1906.

Consumption... 157,777,000 130,004,000 gallons
Estimated population... 229,700 234,500
Consumption per head per day... 22.1 17.9 gallons

Universal constant supply during the whole month of August, 1905. Rider Mains in operation during the whole month of August, 1906 in the Central and Western Districts, Constant supply to the other Districts.

Consumption of Water in Kowloon Peninsula during the month of August.

1905. 1906.

Consumption... 15,571,000 16,955,000 gallons
Estimated population... 74,900 80,600
Consumption per head per day... 6.7 6.8 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

KULANGSU MUNICIPAL COUNCIL.

A HOUSE OF DETENTION UNDESIRABLE.

The following are the minutes of the meeting of the Kulangsu Municipal Council held in the Board Room, on the 14th August, 1906. Present:—Messrs. F. B. Marshall (Chairman), C. A. V. Bowd, A. F. Gardiner, L. J. Thomas, J. Takatsuki, W. H. Wallace, and the secretary.

The minutes of the last meeting were read and confirmed.

A letter was received from Mr. Takatsuki accepting the invitation of the members to join the Council. Mr. Takatsuki took his seat on the Council in place of Mr. Kobayashi.

A letter was received from the Senior Consul asking for the opinion of the Council in reference to the proposal of the Mixed Court Magistrate to establish a Detained House. The Council decided that the establishment of such a house was undesirable, as they would be unable, with the small Police Force at their disposal, to spare sufficient men to exercise the very necessary and proper control over such a house.

The question of the sanitary condition of the public wells was mentioned by Mr. Bowd and discussed. The Secretary was directed, when he could find time, to evolve a scheme of numbering these wells and having samples of water drawn from some of them with a view to their being analysed.

The Secretary was instructed to have a light rail protection placed round the well near the tennis ground.

(Sd.) FRED. B. MARSHALL.

By Order, C. HERKLEY MITCHELL, Secretary.

Kulangsu, Amoy, 1st September, 1906.

To Let.

TO LET.

ONE SIDE of the "DOUGLAS WHARF."

For particulars, apply to—DOUGLAS LAIRA & Co., General Managers, Douglas S. S. Co., Ltd.

Hongkong, 6th September, 1906. [501]

TO LET.

GROUND FLOOR, No. 4, Des Voeux Road, now occupied by Madam Jays, suitable for Banking Office. It provides a good strong room also.

SECOND FLOOR of No. 1, Queen's Road Central, known as "Victoria Building," containing several Large Rooms, suitable for Offices.

TWO LARGE ROOMS AND TWO SMALL ROOMS in No. 2, Ice House Street, suitable for Offices.

ONE ROOM AND BATHROOM in College Chambers, No. 31, Wyndham Street.

No. 4, Peddar's Hill, 5 ROOMED DWELLING HOUSE with Servants' Quarters.

DAVID SABSOON & Co., LIMITED.
Hongkong, 29th August, 1906. [574]

TO LET.

TWO GODOWNS at East Point, close to the water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.

HOUSES in MORRISON HILL GAP ROAD, 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—PERCY SMITH & SETH, Accountants and Auditors, &c., 5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS ON PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th September, 1906. [72]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st August, 1906. [795]

TO LET.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'

Per Case of 4 doz. quarts ...\$16.50
Per Doz. quarts\$4.20
Per Case of 6 doz. pints 16.50
Per Doz. pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906. [34]

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MSS., nor to return any Contribution.

SUBSCRIPTION RATES (ON ADVANCE).

DAILY—\$30 per annum.
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additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of
the world is 80 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

MARRIAGE.

On June 13, at Saint Martin-in-the-Fields,
Charing Cross, RICHARD SADLER FREEMAN
McBAIN, of Shanghai, to CECILE MARIE MC-
BAIN, of Shanghai.

DEATHS.

On September 1, at Shanghai, HARRY SMITH,
aged 35, late managing director of the China
Printing Co., Ltd.
At Shanghai, on the 1st September, THOMAS
DAVIES, late 2nd Engineer, China Merchants
S.N. Co., aged 31 years.
On September 2, at Shanghai, Dr. CURT
SCHOLZ, acting Consul-General for Germany,
aged 37 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 7, 1906.

"C. S. O."

Some people outside the pale of the public
service must have wondered from time to time
what was the meaning of those mysterious
letters "C.S.O." They may take comfort
from the fact that in confessing their ignorance
they are in good company. It seems that the
letters "C.S.O." which have been the subject
of questions, answers, minutes, and objections
at the Sanitary Board, stand for Colonial
Secretary's Office, though it must be confessed
that one stands amazed to learn that such a
great and sturdy bulwark of the Colony, not to
say the Empire, is allowed to be referred to in
such a slipshod, flippant, off-hand, even
impudent manner. It is just possible that the
honourable gentleman who occupies the
honourable office of Colonial Secretary for the
pounce is also actually designated the "C.S."
by the junior members of the staff. But they
will be righteously punished even as those who
cried in former days "Go up thou bald head!"

for they shall not see grace. They will never
attain the height of being described as sterling
men—but that is beside the question. The
members of the Sanitary Board, or at least the
unofficial members, that is to say, the accredited
representatives of all classes in the community,
desire to know why the "C.S.O.'s" were
withheld from them. And here is another
puzzle. Should anybody send a document
to the P.W.D., for example, which has
to be referred to the Governor, the D.P.W.
forwards it in a covering letter to the
Colonial Secretary. In the office of the latter,
the P.W.D. communication is "jacketted".
On its wrapper is noted a *price* of the con-
tents, the origin of the communication, and
the date of receipt. It bears a distinctive
number and now becomes a full-fledged
C.S.O.—as distinguished from "O.O.D.'s"
(Colonial Office Despatches)—and is assigned
to a position in the registered official
archives as a C.S.O. relating to a particular
subject. The Colonial Secretary, or C.S., notes
the wrapper in his opinion and sends the C.S.O. to
His Excellency the Governor. His Excellency,
after considering the remarks, or "minutes",
as they are officially termed, of the C.S.
and the D.P.W., endorses it with his views and
returns it to the C.S. who again adds a memo.
and once more it reaches the D.P.W. If the
latter is in good form, the wrapper, with the
document inside, may start on another journey
round the official globe, and if the writer of the
document ever hears of it again in this life he
may thank his lucky stars. Now, the C.S.O.'s
to which the members of the Sanitary Board
referred mean the endorsements on the wrap-
per containing the document. Occasionally it
happens that a member desires to know why
an application has been refused without explana-
tion, but no answer is forthcoming. A glance
at these endorsements would shed light on the
subject at once. When the unofficial mem-
bers, therefore, expressed a wish that these
C.S.O.'s might be placed before them they
were only asking for what would enable them
to do their duty by their constituents. The
unofficials are not supposed to be men of
departmental knowledge. They need not even
have a thorough acquaintance with all the
modifications of the various rules and
regulations as interpreted by the Court.
They are selected because of their business
acumen, representative character and probity.
They are not clockwork machines or automata
to be wound up and set going by the officials.
But as things stand, at present, it would appear
that all they are required to do is to attend the
Board, nod their heads at the appointed time,
repeat the responses, sing "amen," bow their
heads for the presiding benediction, and
clear out. They are not put in possession of
the facts of each case. They may harass their
minds trying to fathom why they decided, in
accordance with the wish of the official element,
to do this or to do that, but they will be most
useful if they sit befogged and wonder if the
world is flat. The real business of the Board
is carried on by means of these C.S.O.'s.
All the information they require, all the whys
and wherefores, all the facts, all the pros and
cons are contained on the wrappers known as
the C.S.O.'s. Yet they are withheld from the
unofficial members. Why? Surely not because
the heads of departments object to their re-
marks being scrutinised and criticised. Surely
not because they wish to reduce the unofficial
members to the position of puppets. Then why
all this Star Chamber conduct? If
the unofficial members, the members who
represent the justices, the ratepayers, the
merchants, shopkeepers, property-holders,
even the coolies, are not to know why a
motion was vetoed what is the use of being
members of the Sanitary Board? It cannot be
said that the officials fear that the Press might
get hold of some unguarded endorsement. For
as everybody knows, half the business of the
Sanitary Board is conducted in private as it is.
True, nobody seems to lose by all this secrecy;
nobody tries to become clairvoyant in order to
read the hidden doings of the Board behind
barred doors. But it would be interesting to
know how the unofficial members manage to
keep pace with the officials if they get no ink-
ling of the reasons which led to the rejection
of this or the approval of that. Manifestly, if
the Board is to be of any value, anything that
concerns the Board as a whole should be
brought to the knowledge of the Board as a
whole; otherwise, the business must be mostly
cut-and-dried before it comes to the Board. It
has been said that no reasonable man would
believe that any of the heads of the depart-
ments would fear the light of day—as repre-
sented by the unofficial members—being
allowed to shine on the endorsements on the
C.S.O.'s. But in face of the facts, and
human nature being what it is, what is one
to think? It would be much more satisfactory
if His Excellency the Governor, or whoever
has the authority, should demand that all docu-
ments, endorsements, opinions and suggestions
relating to any matter coming before the Sanitary
Board should be at the disposal of the
members at the fortnightly meeting, or at any
other reasonable time, so that in coming to
deal with any subject the members should be in
a position to give a decision based on a full
knowledge of the facts of the case.

THE CONDUCT OF INDIAN
CONSTABLES.

What can be said on behalf of the two In-
dian police constables who wantonly insulted
two gentlemen, in presence of ladies, in Calce
Road, on Wednesday evening, brutally mal-
treated them when called upon for an explana-
tion, haled them off to prison like a couple of
habitual malefactors, and trumped up evidence
to secure a conviction? The other day an
inspector of police, who was in plain clothes
and was paying a short visit to Hongkong—his
station being in the New Territory—gave the
same sort of ideas of the dangers which beset
citizens at the hands of these Indian swash-
bucklers. The case in which he was concerned
is of no moment in the present connection—a
ricksha coolie endeavoured to victimise the
inspector—but he made the caustic remark
that had it been an ordinary civilian who was
concerned, and had an Indian constable been
called to settle matters, the probability was that
the civilian would have "found himself" in gaol
for attempting to swindle an overworked coolie,
and also been punished for committing a
breach of the peace. In the present case, the
gentlemen, who were well-known in athletic
circles, and are not given to roystering, espe-
cially in the presence of ladies, were flagrantly
insulted by one of those Indian upstarts who
are nothing more or less than a public nuisance
and a menace to the peace of the com-
munity. When the gentlemen returned to take
the number of the policeman and his confederates,
they set upon the civilians like a pack of
thieves in the night, stripped them of their
clothing and carried them, bruised and battered,
to the police station. The incident, fortunately,
was witnessed by independent European
witnesses who offered to give evidence in
favour of the defendants, but in Mr. F. A.
Hazelard, who presided on the bench, the
Indians found their Nemesis. Mark the dis-
graceful treachery of the rascally constables.
They trotted out a long story about the suffer-
ings they had endured in the night, which was
wholly one-sided, and one Indian constable
actually produced his tunic which he had him-
self wilfully ripped up as evidence that he had
been mishandled by the defendants. The
evidence of the Indians was a concoction, a
parcel of lies, from beginning to end. They
boasted up an unwarrantable attack on peace-
ful and respectable citizens by an outrageous
series of calumnies. These are our guardians
of the peace, our limbs of the law, who protect
us against thugs and hoodlums, and inspire
respect for the force to which they belong.
Mr. Hazelard dismissed the case without call-
ing upon the witnesses for the defence—and
the Indian constables were allowed to go free.
Why were they allowed to go free? Were they
not guilty of contempt of Court, or have they
been reserved for more drastic punishment?
We know how the Chief Justice looks upon
the crime of perjury: did not these Indian
constables reach the uttermost limits of perjury
when they attempted to swear away the liberty
of a couple of gentlemen, and should not their
punishment be made to fit the crime? This
is a matter which affects every person in the
Colony. Far too long have these Indians—who
are by no means ornaments and certainly seem
to be dangerous characters—trudged the streets
like turkey-cocks, turning up their noses at
European trash, and bawling coolies about
if they were nincompoops. The Captain Super-
intendent of Police may be unaware of the fact,
but it is common talk that the Indian police-
men are a disgrace to Hongkong. Their
supercilious behaviour, their insolence to resi-
dents and particularly to European visitors who
innocently fancy that a uniformed Indian con-
stable is appointed to direct strangers to the
best of his ability, and certainly with some de-
gree of politeness, are simply intolerable.
They arrogate to themselves the rights of
potentates in Hongkong, whereas in their own
country they would be crawling in the dust
at the feet of a foreigner. Now comes the
climax when they begin by openly insulting
citizens, beating them in the most blackguardly
fashion, and then running them in as they
would a couple of social pests. So much we
know, but how often have these same In-
dians been the direct means, by false testimony,
of sending perfectly innocent persons to prison?
The entire Indian squad should be overhauled;
there may be good members of the tribe in
the force, but they manage to elude the vigi-
lance of the public. The Captain Superinten-
dent of Police has only to consult a few in-
dependent witnesses to learn the general opinion
regarding the Indian constables, and in this case
it is his duty to see that the full effect of the law
is brought home to the perjurers. Unfortunately,
all these things reflect on the character of
the European members of the force, against
whom there is not, as a rule, a word of reproach.
The Chinese constables behave civilly and are
certainly picturesque. But the Indian con-
stable is past words. It will be a good thing
for the community if this unprovoked assault
on decent citizens—combined with the con-
cocted evidence of the constables arranged with
almost diabolical cunning—leads to a thorough
reformation and reorganisation of the Indian
squad of policemen in Hongkong.

LOCAL AND GENERAL.

THE Colonial Secretary informs us that the
following telegram has been received from
H.M.'s Consul at Bangkok:—"Quarantine
removed, but vessels must call at Koh Khras
for inspection."

THROUGH the courtesy of the agent of the
Canadian Pacific Railway Company in Hong-
kong, we are in receipt of the nineteenth
annual report of the Vancouver Board of Trade.
It should prove of the utmost interest to any
one contemplating a visit to the garden of
Canada.

INFORMATION has been received that the
transport *Soudan* will arrive here, with the 3rd
battalion Middlesex Regiment, on the 30th
October, leave for Taku on 3rd November,
arrive there 15th, leave 15th, arrive Hongkong
20th, and leave Hongkong with 2nd battalion
Royal West Kent Regiment for Singapore on
28th, arriving at Singapore 4th December.
The transport *Sialia* will arrive here on 13th
December and leave for England on the 21st
December.

MR. T. F. Hough, of Messrs. Hughes and
Hough, auctioneers, was just about to offer for
sale by public auction, this morning, at their
sales rooms, the valuable leasehold property
known as Kowloon Island Lot No. 540, which
carries an annual Crown rent of \$500, and has
an area of 123,232 square feet, when Mr. R.
Harding, of Messrs. Ewins, Harston and Har-
ling, solicitors for the mortgagees, appeared
and withdrew the sale, as the matter had been
settled between the parties.

By kind permission of Lieut.-Col. A. G. Filton,
D.S.O., and Officers, the Band of the 2nd Batt.
"The Queen's Own" (Royal West Kent Reg.),
will play the following programme of music,
during dinner, at the Hongkong Hotel, on
Saturday, 8th inst.:—
March—"Die Kaiser Brigade".....Möller
Selection from—"The Gellie".....Jones
Valse—"Gold and Silver".....Lehar
Mazurka—"Sauter au Clair".....Missa
Song (Cantata Solo).....Mons.
Selection from—"The Torsador".....Mongkton
Spanish Quickstep—"La Marché".....Bore-Clare
God Save the King.

STANDING in the witness-box, exhibiting to the
Court a white cotton long coat, besmeared with
blood, one eye in deep mourning, his nose a
trifle flatter than was natural, and his left
ear swollen, a "boy" employed in the Café
Welsmann appeared before Mr. H. H. J.
Gompertz, to prosecute Albert Kieselring,
chief cook of the Café, for assault. The cook
wanted to settle the matter and offered the
complainant \$10, but the latter would not listen,
saying that such a mauling could not be
settled for \$100. According to his evidence
complainant left work a bit earlier than was
the rule of the café, and when he returned, the
following morning, defendant "fixed him".
His Worship held an offence had been com-
mitted and fined the cook \$50.

ONG Man, a boatman, of Yaumati, was ar-
ranged before Mr. F. A. Hazelard, at the
Police Court this morning, by Inspector Mac-
donald, on a very serious charge—that of at-
tempting to do a very serious bodily harm to his
wife yesterday, by rubbing so corrosive pow-
der on her neck and face. Wong pleaded
guilty, but held that she deserved all she got.
He said that the woman was bad, and of late
she had been disappearing from the boat for
days. When she returned she refused to give
an account of herself. On the last occasion he
had to go and fetch her home. He rubbed the
powder on her neck and face because he knew
another man had taken a liking to her, and by
attempting to disfigure her "goods look" he
hoped that liking would evaporate. The fast
young woman, who could scarcely be five-
and-twenty years of age, was badly born, but
the defendant refused to tell the police what
kind of powder he used that could do such
damage. He was sentenced to three months'
hard labour.

ALBERT HANSON and Carl Johansson, German
seamen, were charged before Mr. H. H. J.
Gompertz, at the Police Court, this morning,
by P. C. Murphy and Sergeant Aris, with being
drunk and disorderly in the Sailors' Home,
yesterday. Murphy said that Hanson was
trying to get up a fight. There were between
60 and 70 Chinese seamen in the Home, and
Hanson was pulling and tugging at the
men, in the hope that one would take up the
challenge. Because the natives refused to give
Hanson a couple of rounds, he got very noisy
and disorderly. He said he was feeling free
for a scrap, and the reason why the Chinese
would not take their coats off was because they
were afraid of being annihilated. Hanson was
arrested. Johansson, on the other hand, had
more money than was good for him. At the
time he was arrested he was flinging his money
about to the great delight of the street Arabs.
Both knew nothing of what occurred on the
previous day, but admitted being intoxicated.
They were fined \$5 each.

A most amusing incident occurred on the
Praya, just east of the Yaumati ferry wharf,
about 11 o'clock this morning. A Chinaman
and a woman were walking along together,
chatting in the usual loud-toned manner
peculiar to the Oriental, the woman carrying a
basket containing vegetables and eggs, when a
small girl, of some six years of age, or so, run-
ning backwards, bumped into the basket, and
it is to be assumed, broke some of the eggs—at
least the couple assumed it as a fact, for the
woman put down her basket, caught hold of
the child, and gave her a sound thrashing, the
latter, the while, emitting heart-rending yells.
But her screaming was soon stopped, and
stopped very suddenly, for the man picked up
an oil-drum filled with water, and emptied the
contents over the youngster, so that she gasped
for breath, and could not utter a sound. It
was somewhat drastic treatment to mete out
such a thump, for what was a simple
accident, especially as, after all, it was quite
possible that none of the eggs were broken.

CANTON DAY BY DAY.

ANOTHER COOLIE AGITATION FEARED.
[From Our Own Correspondent.]

Canton, 5th September.

The chair bearers in Canton have already
given up the strike and are now engaged at
work as usual, but it is feared that another agita-
tion may arise. The Captain Superintendent of
Police has issued a notification stating that the
chair bearers have to be registered and will ob-
tain licenses without any charge. With regard
to the regulations to which they are unwilling
to submit, a petition must be sent to the Police
Department for consideration. The police are
instructed to discover the chief agitator and
those who have committed riots in the streets.

CONSIDERATE ROBBER.

The house of Leung Han-lim in Fatshan
was looted at midnight on the 26th day of the
6th moon (15th August). The robbers said to
Leung Han-lim: "Do you want the pawn
tickets of the booty returned?" "Yes," he
replied. No arrests have been made. A few
days ago several pawn tickets in an envelope,
bearing the name of Leung Han-lim, were left
at the door of his house.

THE FIRE GOD FESTIVAL.

The Canton Police Department notified that
all the representatives of *Katfong* in the city
have to be registered, the object being to
prevent demonstrations on the occasion of the
"Fire God" festival, by meeting in the streets,
which is the custom in Canton. A
large sum of money is spent every year on
these celebrations.

Canton, 6th September.

YUET-HAN RAILWAY COMPANY'S
MONETARY SCHEME.

A meeting was held on the 15th day of the
7th moon (3rd inst.) in the head office of the
Yuet-han Railway Company to consider the
question of the casting of dollars in the Can-
ton mint. Mr. Chan Kun Ying, the chief
manager of the company, has petitioned
Viceroy Shum to grant the company this
privilege and the question is now under
consideration.

THE HONAM THEATRE FIGHT.

Another meeting was held in the Kwong
Yan College at Canton, where nine scholars of
different Colleges were elected as representa-
tives to present a petition to the Pun Yu
magistrate praying that the Honam Theatre
should be closed. The matter is still pending.

AN EXEMPLARY SENTENCE.

Wong Kit-sik, Chan Tsau and Chan Shan-
chuen, employed as letter carriers in the China
Inland Postal Office, were charged by the
Postmaster with disorderly conduct. They
were sentenced by the Nam Hui magistrate to
one year's hard labour each, in the Canton
Industrial Factory.

HONGKONG CRICKET CLUB.

The following players have been invited to
play in a match on the Cricket Ground to-
morrow at 3.30 p.m.:—

Mr. R. Hancock's Team—Messrs. R. Han-
cock, T. Sercombe-Smith, C. H. Mackay, G. E.
Morell, H. E. Stanger-Leathes, J. M. S. E.
Dixon, W. G. Martin, F. R. Lowe, R. A. B.
Ponsonby, W. Penke, F. A. Fowler, Ussher,
12th Bn.
Mr. W. C. D. Turner's Team—Messrs. W. C.
D. Turner, T. E. Pearce, H. W. Woodward,
J. M. W. A. Powell, Capt. H. W. Smith, R. A.
Messrs. H. Hancock, Hope, R. A. Graham,
R. W. J. Daniel, P. W. Goldring, Lucy,
R. A.

MARINE COURT.

ANOTHER IGNORANT COXSAIN FINED.

At the Marine Court yesterday morning,
Hon. Captain L. A. W. Barnes-Lawrence, J.M.,
Marine Magistrate, presiding, Mr. Edward
Jones, assistant Harbour Master, charged Li
Man, master of licensed steam launch *Kwong
Sing*, with unlawfully using the steam whistle
of his launch, on the 6th inst., in Victoria Har-
bour, contrary to Regulation 9, of Ordinance
10, of 1899.

Mr. Jones stated that shortly before noon
yesterday, the defendant's launch was proceed-
ing through the harbour to the eastward, at a
high rate of speed. When abreast of the Har-
bour Office he gave a prolonged blast on the
whistle, evidently as a signal to some sampans
ahead of him. A few seconds later he gave
another prolonged blast on the whistle, but
never altered his course, or moved his helm.
Li Man said there were some sampans under
weigh on his starboard bow, and he whistled
to them to hurry their movements.
The defendant was then examined in the use
and meaning of the blasts on the whistle,
but showed he did not know them.

He was fined \$5 with the alternative of seven
days' imprisonment, and warned to study the
use of the whistle.

SIGNALLING AT SEA.

NEW ADMIRALTY REGULATIONS.

The Admiralty, we understand, are about to
issue a new set of regulations for the signal-
ling between British men-of-war and merchant
vessels at sea, both during the day and at
night. These new regulations are not intend-
ed to abridge, or in any way alter the interna-
tional code of signals, but merely to frame a
set of rules affecting only British vessels. For
this purpose they are issuing a manual to ex-
plain the new means of signalling, and signal-
ling by the moveable semaphore, and by the
Morse system, both flashing and pyrotechnic,
is also fully explained. "The importance of
this new move and of these systems cannot be
over-estimated, and no doubt the expectation
that they will be generally brought into use in
the Mercantile Marine will be fully realized.
The pyrotechnic Morse code is very simple
and efficient, though somewhat slow, as a sub-
stitute for the flashing system, but in its favor
it may be said that no particular skill or prac-
tice is necessary for its use, with the exception
of the attention to the intervals, as required by
the regulations.

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

RIOT AT TOKYO.

CROWDS BOMBARD TRAM DEPOTS.

HAND-TO-HAND FIGHTS BETWEEN POLICE
AND CIVILIANS.

[From Our Own Correspondent.]

Shanghai, 7th September,
2.20 p.m.

As predicted at the mass meeting
of Socialists and others held at
Tokyo on Wednesday, serious dis-
turbances have followed the resolu-
tion to boycott the tramway cars in
consequence of the increased fares
which are now demanded.

On Thursday night there were
manifestations of the greatest dis-
order among the populace.

Crowds paraded the streets and,
assembling at the tramway depôts,
bombed the stations with a fu-
sillade of stones.

As a result of the riot several sheds
were reduced to ruins.

The police endeavoured to quell
the disturbance and hand-to-hand
fights occurred.

Many policemen were seriously in-
jured in the fray.

Up to the present time 82 rioters
have been arrested.

U. S. Transport Ashore.

PROBABLE TOTAL LOSS.

San Francisco, 1st September.

The United States Army Transport *Sheridan*,
bound from Manila to this port, has gone ashore,
on a reef near Honolulu, and will probably be
a total loss. The ship has a whole struck,
although there is deep water all around her.
All the passengers and crew are safe. It
is believed that the reef is not charted.

Later.

The news of the stranding of the *Sheridan*
excited great interest here, which was relieved
when the passengers were reported, in no im-
mediate danger. The steamer has gone half
her length over the reef, and is now fast amid-
ships.

There was considerable of a shock, and the
main steam pipe burst when the engines were
reversed. The boats are in good order, and can
accommodate all if necessary, which is not
anticipated.

The *Sheridan's* condition is regarded as
critical should a strong wind arise. The
passengers have not been removed, but ar-
rangements are being made to do so at short
notice. They have confidence in the officers,
and there is no panic. At present the weather
is quiet, so there is no need for alarm as to
their safety. If the passengers are ordered to
leave the ship, they will be accommodated at
Honolulu until another ship can be sent—
Manila Cable News.

A VERY ingenious way of smuggling opium
into the Colony from Canton was revealed at
the Police Court this morning, when the smug-
gler came before the Court. Of late the excise
officers stationed on the Canton wharves have
had their suspicions aroused over a certain in-
dividual whose business appeared to be travel-
ling backwards and forwards from Canton
almost daily. He carried portuluggage, but wore
a bamboo hat—even at night—and was always
in a hurry to get ashore. Early this morning
the opium men expected to meet their friend
again so when the *Honam* made the wharf a
sharp look-out was kept. The suspicious one
left the vessel and was making for the road
when he was grabbed and a search followed.
In his clothes they could find nothing and he
was about to be released when somebody sug-
gested searching his hat. The bamboo hat
was carefully scrutinised. Inside of that were
found fifteen taels of opium. The man on
being placed before Mr. F. A. Hazelard was
ordered to pay a fine of \$300, in default three
months' gaol.

SHIPPING AND MAILS.

MAILS DUE.

German (*Gulienau*) 10th inst., 10 a.m.
Canadian (*Monteagle*) 11th inst.
German (*Sachsen*) 11th inst.
Indian (*Kulintang*) 13th inst.
Canadian (*Empress of China*) 23rd inst.

The *s.s. Borneo* has left Sandakan on 5th
inst., p.m., may be expected here on 10th inst.,
p.m.

The *P. & A. s.s. Nicosia* from Portland
via Japan ports, will be due to arrive at this
port on the morning of the 12th inst.

The *C. P. R. Co's s.s. Empress of China*
left Vancouver, p.m., on Tuesday, the 4th
inst., for Hongkong via the usual route of call.

TELEGRAMS.

[Reuters.]

LONDON, 5th September.

The Canadian Pacific Mail Service.
The *Empress of China* left Vancouver at schedule time.

The Hamburg-American Line.
The Hamburg-American Line announces an intention of issuing £1,000,000 new capital, to build ships for the improvement of their services.

The proposals of the Hamburg-American Lines include an increase of the service in Chinese waters and a provision for suitable ships for the Sudan and Persian Gulf ports.

The Pope and the French Bishops.

The French Bishops have telegraphed to the Pope, expressing their gratitude for the Encyclical and promising their obedience, in spite of perils and trials.

Later.

Russia in China.

Russia has established a consulate-general at Harbin, Mukden, Kirin, Tsitsihar and Dainy, and is replacing agencies from the Foreign Office.

The Real Estate and Trust Company.

Three officials of the Real Estate and Trust Co., of Philadelphia, have been arrested and charged with defrauding depositors of many millions of dollars.

It is estimated that the failure will exceed \$10,000,000.

Great Britain and Germany.

An inspired article in the *Deutsche Review* on Anglo-German relations, declares that a very frank and unconstrained discussion on the general situation occurred at the meeting between King Edward and the Kaiser, and the *Review* suggests that the meeting paved the way to an Anglo-German entente.

The London Times commenting on this sees no reason for a quarrel with Germany, but relations cannot under present circumstances acquire the same intimacy as our relations with France.

THE DRIP BAY TRAGEDY.

ALLEGED MURDERERS ON TRIAL.

That portion of the Police Court which is set aside for native spectators was packed with sampan people this afternoon when the case in which five native fishermen, crew of a deep sea fishing junk, who were recently extradited from Macao, lined up in the dock in answer to a charge of murder. The prisoners were alleged to have murdered the master of the junk, his wife and his son, on the night of August 2nd. Mr. F. A. Hazeland heard the case. The prisoners—a tough-looking lot—pleaded not guilty to the charge. Mr. P. P. J. Wodehouse, assistant superintendent of police, conducted the case. Inspector Langley and Sergeant Wilden—who made the capture of the Water Police, watched the case for the police.

The first witness called by the police was the nephew of the murdered captain, who, it will be remembered, was flung into the sea by the mutineers, and six hours later rescued by a passing junk. He is merely a boy.

THE CAUSE OF THE MURDERS.

There was a difference of opinion as to the real cause of the crime, when it became known. According to the nephew the prisoners wanted the master of the fishing-boat to quit doing peaceful trade and to turn pirates. This the captain would not do. Then the prisoners were alleged to have turned against him. What they wanted was for the master of the junk to sell his fishing craft, purchase a couple, but smaller, junks, and start their nefarious trade. That the master of the junk was a peaceful man, and that he would not join in with their schemes, and that he would not join in with their schemes, was evident, for, according to the nephew, the prisoners mutilated on the night of 2nd August, and bore down on the master and his family, armed with bamboo poles. The lad could only speak after that of what he heard for he was immediately seized and locked in the hold. In the hold of the junk he heard a great commotion on deck and could hear what was said. When the excitement was also over he heard a splash in the water and heard one of the crew said: "We've killed the master!" After about half an hour's confinement he was brought on deck by one of the prisoners and he was asked if he wanted to join them as pirates for a period of two years. They went into details, giving particulars as to the different places they would frequent, emphasizing the fact that the work was easy and chances of capture small. Nevertheless, the boy refused point blank to go with them and he too was plucked into the water. He swam around for a while and heard the order given to hoist sail and a few minutes later the junk left the port. He was then picked up. Then followed the report to the police and the departure of Detective-sergeant Wilden to Macao in search of the prisoners. In the guise of a "sportsman" Wilden laid his quarry by the heels and brought them back to Hongkong. When the prisoners set sail, after disposing of the master and his family, they took with them his daughter. She will be called probably to-morrow afternoon to corroborate the evidence of the nephew and to relate the occurrences that took place on board after the murder of her parents and her treatment while in the hands of the alleged murderers.

AFTER THE WAR.

THE "FRANKLIN" CASE.

HOW IT WAS TREATED IN HONGKONG.

A well known member of the shipping community in Hongkong, whose opinion is entitled to the highest consideration, referring to the paragraph we reproduced from the London press, on the subject of an action for damages for malicious prosecution, and for wages, by the crew of a vessel which called at Hongkong during the recent war, notes that the judgment of Mr. Justice Lawrence, in the King's Bench Division, would seem to reflect on the action taken in Hongkong. According to the paragraph in question Mr. Justice Lawrence said the *Franklin* started in February, 1905, from Cardiff, with a cargo of coal, and came to Hongkong, where the crew were told that they were expected to proceed to a port in Japan. The men refused, whereupon they were taken before the Harbour Master, who committed them for 70 days for impeding the navigation of the ship. They went to prison, and the ship proceeded to the Japanese port. The men claimed wages from the time they left Hongkong until they arrived in England. Judgment was that the plaintiffs were entitled to wages up to the date when they arrived in England. No damages could be claimed for malicious prosecution. A stay of execution was granted, as it was a very important matter to the shipping world.

In view of the interest which is being taken in shipping circles in the matter, our correspondent gives the conclusions of the Marine Magistrate in Hongkong in summing up, when the crew of the *Franklin* were tried before him, on a charge of impeding the vessel.

The Hon. Captain Barnes-Lawrence, R.N., said: "There are three points of view affecting such cases, which have to be taken into consideration."

(1) You deliberately signed Articles to proceed to certain latitudes, which embrace both Asiatic-Russian and Japanese Ports, at a time when you knew those countries were at war, and also when you must have been aware that your cargo (coal) is regarded by both these nations as "Contraband of War," and yet you wait until within measurable distance of your final port of discharge, which you were also aware was in the Far East, to create difficulties which have involved serious delay to your ship and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created, during some considerable period before you signed on, by other crews, you have deliberately chosen your own time to make representations on the subject now, instead of doing so when—before signing on—you had the opportunity. I assign no reason for your act, beyond the statements you have made; but to show you the difficulties that sometimes occur in judging these cases, I would point out that, in one or two cases recently, when men have been similarly circumstanced, they are reported to have since declared that their engagements were "put up jobs" before they signed on, with the intention of obtaining passages home, spent in idleness, and to sue the owners for full wages up to the time they arrived in England.

(2) The next point is, how far owners can be expected to go, in having it stated on the agreement that their vessels are carrying contraband, for without some such statement, attitudes such as you have taken up, are rendered possible. An agreement to this effect in the ship's articles would condemn the cargo if captured—without question, and running with contraband might have to be abandoned. If the reasoning powers of the crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that such is the case now—12 months later—when men must surely be aware what they are committing themselves to.

(3) No conclusion has, so far as I am aware, been come to in England as to how these cases should be treated, but the line I have consistently taken since the commencement of the war has been (and this is the third point alluded to) what I think is likely to be encountered in the voyage between Hongkong and the port she clears for. If a risk of capture and personal danger to life may be reasonably thought to exist, I have not, in several instances—in spite of the foregoing considerations—exact the fulfilment of the agreement. (At the time these men refused duty, the Baltic Fleet had not reached Singapore, the Port Arthur Fleet had been destroyed and the remainder of the Vladivostok Squadron was blockaded in that Port.) On the other hand, where no apparent risk can be shown, I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed; otherwise they are liable to punishment.

Before acceding to the master's request that your action in having impeded the progress of the ship should be dealt with, I would ask you to consider well the points I have placed before you, and trust that you will take advantage of my willingness, and that of the master, that you should, even at this stage, return to your duty."

The crew were given 24 hours to consider the matter. They were not given solitary confinement; nor even hard labour which was purposely omitted when awarding the punishment. Also they were to be put on board the *Franklin* had she returned to Hongkong as was expected by the master before the expiration of the sentence.

In these circumstances our correspondent holds that the Magistrate performed his duty according to the fairest interpretation of the law, and the strict letter of the Articles, which gave satisfaction to shipowners whose interests must receive adequate protection by the Court.

THE most mixed population in the world is probably that of British Guiana. There is an admixture of French, Dutch, Spanish, British, Coolie, and Indian blood.

GYMKHANA TOPICS.

The fifth and last gymkhana meeting of the season is to be held at Happy Valley to-morrow afternoon, weather permitting. Small fields will probably be the order of the day, but we may expect to see out some fresh blood. The rains of the past few days have wonderfully improved the surface of the race-course proper, and should the ensuing twenty-four hours be dry a flying course and fast times may be anticipated. Of course, it is not to be expected that outsiders will roll home, as the form of the ponies has been brought down to a fine point and almost every other spectator of the training gallops is the proud possessor of a stop-watch and works the time down to decimal points so that the person who follows the tips of yours truly may confidently expect to return home with dollars to the good.

The fresh blood already referred to are the following ponies:—Tonic (Hon. Mr. W. J. Gresson) a consistently fast performer, and F. B. Deacon's Aethelbert, whose performances will be referred to later in our times and tips.

The first race of the meeting has brought out the following entries:—Mr. Brutton's Preston, Mr. Clarke's Pathan, Hon. Mr. W. J. Gresson's Tonic, Mr. Hickman's Roscommon, Mr. Macdonald's Highland Gilie, Mr. Ottery's Aethelbert. The pick of this basket at the weights is undoubtedly Pethan. Roscommon is well in at rest, and as he has run consistently all through the season may prove himself to be the outsider. Aethelbert has been galloping in splendid style and as this will be his debut in Hongkong he will probably have a good showing. Highland Gilie, with the welter of 11st. 5lb., is hopelessly handicapped out of it. There were only three pounds difference between this pony and Pathan on the last occasion, and it will be remembered, Highland Gilie only won by a head. Now he has to concede Pathan 10lb., and if the owner should ride an additional five pounds a key allowance would be added, which on paper gives Pathan a three lengths' victory. Therefore my tip for this race is Pathan, with a "saver" on Aethelbert.

The next event is the Distance Handicap which has brought out the following entrants:—Mr. Clarke's Pathan, Mr. Clarke's Lashmere, Capt. Coleman's Linkman, Father O'Flynn's Merrytime, Hon. Mr. W. J. Gresson's Mamodene, Mr. Hynes's Ingot, Mr. Macdonald's Highland Gilie, Mr. Godfrey Master's Mango, Mr. Ottery's Red Herring, Mr. Ottery's Aethelbert, Mr. Reinbeck's Saxonia.

To those who have worked out times and form to the afore-mentioned decimal point I forget appears to have the roses' chance, but should one of Mr. Ottery's or Mr. Clarke's start, which I do not consider at all likely, either may win.

We now come to, in some people's estimation, the only race of the meeting. Although this is open to criticism, as a great many owners and jockeys prefer the handicaps, for the following reasons:—(1) There are only two prizes, (2) ponies that arrive in Hongkong late have no possible hope of winning, (3) owners, who think they have no chance have not yet reached this stage of ultraism in which they turn their ponies to make up a field. The race, to be run to-morrow, although it may see a field of three, has practically developed into a match between Blue Nile and Kingston, and even if the third pony, who has arrived late on the field of battle, should win, which I consider most likely, it will not affect the result in any way. My tip for this race is therefore the game little pony Tonic, who last evening put half a mile behind him in 1 min. 2 1/2 sec., last quarter 30 1/5 sec. Entries:—Mr. Brutton's Kingston, 11st. 6lb.; Hon. Mr. W. J. Gresson's Tonic, 10st. 6lb.; Mr. Godfrey Master's Blue Nile, 11st. 2lb.

5.30.—Ladies' Nomination—"Aunt Fally" Race.—Dolls to be placed at intervals across the course, Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3. 1st prize: presented by the Club. 2nd prize: presented by the Club.—Post entries. This race will no doubt prove of interest to those competing.

We now come to another handicap to be run over six furlongs; but should the Challenge Cup ponies come out I shall look to the winner of the Challenge Cup to carry off this event. The entries are:—Mr. Brutton's Diadem, Mr. Clarke's Pathan, Mr. Clarke's Lashmere, Father O'Flynn's Merrytime, Hon. Mr. W. J. Gresson's Lonic, Hon. Mr. W. J. Gresson's Eager, Mr. Hickman's Roscommon, Mr. Hynes's Ingot, Mr. Macdonald's Highland Gilie, Mr. Godfrey Master's Blue Nile, Mr. Ottery's Aethelbert, Mr. Ottery's Red Herring.

The Hurdle Race—the last event in the programme—which has produced a phenomenally large entry of two, and which might be eliminated with advantage in future programmes, looks like a very one-sided affair, as unless Preston falls he is bound to win.

A TURF ENTHUSIAST.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 7th at 11.35 A.M.—The barometer has risen over the S. and N. coasts of China, and fallen in Formosa and Meiseo Sima.

The depression appears to be situated to the N.E. of Luzon, and is moving towards N.W. A shallow area of low pressure lies off the S. coast of Japan.

Pressure is highest over N. China. It is about 0.1 inch in defect of the normal over Central Japan, S. Formosa and at Manila.

FORECAST.

- 1.—Hongkong and neighbourhood, E. to N.E. winds, light to moderate; weather improving.
- 2.—Formosa Channel, N.E. winds, freshening.
- 3.—South coast of China between Hongkong and Lamocka, same as No. 1.
- 4.—South coast of China between Hongkong and Halaan, same as No. 1.

A RICKSHA COOLIE'S FATE.

DISABLED FOR LIFE.

At the last meeting of the Penang Municipal Commission the President stated that some little time ago a ricksha coolie took hold of a live wire in Brick Kiln Road. He is incapacitated thereby. The Municipality claimed no responsibility in the affair, which the President thought was an accident pure and simple. But the evidence in the case was somewhat contradictory. Some make out that the live wire fell on the man; others, again, stated it was lying on the road, and the man came along and took hold of it. The President went on to say that he could offer the man a bill in the Ricksha Department at \$10 a month. The work is light and he thought the man would be able to do it. To the meanwhile, as the coolie was unable to do any work owing to the accident, and as he was in poor circumstances, the President had made him an advance of \$1. The coolie's hospital bill was, moreover, \$24.50. The President asked the Commissioners for permission to engage this man in the Ricksha Department; if not, he thought that the man's passage to China should be paid.

Mr. R. A. P. Hogan said he thought the President was quite right in giving the man an advance, and he was of the opinion that the Municipality should pay his hospital bill. But he thought it would be an unwise proceeding to engage the man in the Ricksha Department, inasmuch as the coolie might think that he was entitled to the bill. Moreover, he was told by the President that the man has not yet been approached with regard to his proposed employment. He was inclined rather to give the man a lump sum of money. In the meanwhile he had no objections to the President making the man another small advance.

Mr. Beng Kee concurred with Mr. Hogan, and it was eventually agreed that the President should circulate the paper with regard to this matter among the Commissioners.

DEATH OF DR. CURT SCHOLZ.

ACTING GERMAN CONSUL AT SHANGHAI.

The past week, says the *Shanghai Times* of 3rd inst., has been unusually sad one for the foreign Consular representatives in China; and, indeed, throughout them, for their respective nationalities dwelling within the dominions of the Son of Heaven. First of all we had to deplore the shocking tragedy which terminated the distinguished career of the respected Russian Consul in Tientsin, M. Laplew; then came tidings of the untimely passing away of the Italian Consul in Hankow, Count Prat; and to-day we share the sorrow of our good friends of the German community for the death of the brilliant young official who has so worthily represented German interests in Shanghai for the past eleven months, Dr. Curt Scholz, German Acting Consul-General.

As our readers were aware, Dr. Curt Scholz had been grievously ill for the past four weeks, during which period he was lying in the General Hospital prostrated by that fell scourge, typhus fever. During all that time he was assiduously attended by two of his warmest personal friends, Dr. von Schab and Dr. Kreis, and nursed with unremitting care by the devoted Sisters, whose self-assumed mission it is to look after the sick and the suffering in the wards of the General Hospital. But nothing could avail to "save" him, and Dr. Scholz passed away 1.30 a.m. yesterday.

The deceased official was only in his 37th year, a remarkably early age for the very high position which he had attained in the Consular service of his Sovereign. His exceptionally rapid advancement was solely due to his own distinguished merit and ability, and it was confidently expected that the very highest positions which are within the gift of the German Foreign Office, would have been his had he been spared to fill them.

The deceased was a native of Goerlitz in Silesia and was in his very early manhood when he entered the service of the Foreign Office, which he did as soon as he had completed his prescribed term in the German Army, in which, at the time of his death, he held the rank of First Lieutenant of the Reserve.

Having remained two years in the Foreign Office in Berlin Dr. Curt Scholz was appointed Vice-Consul for Germany in New York, after which he was recalled to the Foreign Office and appointed Reporter.

During his second term at headquarters he had the rank of Councillor of Legation conferred on him and was decorated with the Order of the Red Eagle of the Fourth Class. On the 26th May, 1904, the Imperial Chancellor Prince von Buelow, appointed Dr. Scholz to the post of Consul in Hankow, and the deceased came East, taking up his office in September 1904. He remained in Hankow until Dr. Knapp went home in October 1905, when Dr. Scholz was appointed Acting Consul-General in Shanghai, arriving here on the 19th October to assume office.

During his short term in Shanghai he discharged his high duties with distinguished ability, and endeared himself to everybody who was brought into contact with him, by the courtesies and general kindness which marked his intercourse with high and low. His death in the midst of his brilliant career has come with the shock of a personal loss to the German community, who have the heartfelt sympathy of the entire body of foreign residents. Dr. Scholz was unmarried and his nearest relative is his mother who is at home in Goerlitz.

THE FUNERAL.

The funeral, which took place at the Bubbling Well Cemetery yesterday afternoon, was carried out in the presence of an immense concourse of people, including practically the whole of the German Consular staff, a large party of German Naval officers, representatives of all the foreign Consulates in Shanghai, many other official persons and most of the prominent members of the German community. A guard of honour was furnished by B. M. S. Jagers, reinforced by a strong detachment from the German Company, S.V.C., and at the close of the service, which was most impressively conducted by Pastor Boie, the remains were solemnly committed to the earth with every mark of sorrow on the part of those who were present to witness the sad proceedings.

THE SHANGHAI TRAGEDY.

FURTHER PARTICULARS.

Further particulars of the sad tragedy at Shanghai, reported by telegram in our columns on Monday last, have been received to-day. From the *N. C. D. News*, of 3rd inst., we learn that the tragedy occurred in Hongkong on Saturday evening at No. 15, Haining Road, the residence of Mr. Harry Smith, the manager, and secretary of the China Printing Co., Ltd., by which Mr. Smith lost his life and a young woman was seriously injured.

Their assailant was a man named P. S. Hyndman, a bookkeeper at the Hotel Metropole, who was formerly employed at other hotels in Shanghai. It would appear that after a brief struggle in a room upstairs Hyndman fired two shots at Smith, one in the throat and the other behind, the left ear, while a third shot entered the body of the only other occupant of the room. On leaving the house, Hyndman is stated to have informed the sister and brother of the injured woman of what had happened and asked them to procure medical assistance. He then visited the General Hospital where he had an injury to his hand caused by a revolver shot attended to.

In the meantime, the Hongkong Police Station had been communicated with by Mr. Smith's neighbours and Inspector McDowell visited the house. Shortly afterwards Dr. Krieg arrived on the scene and attended to Mr. Smith and the injured woman who were still alive, but unconscious. Hyndman subsequently returned to the house and rushed upstairs. He was stopped by Inspector McDowell, who persuaded him to give up his revolver, which was found to be loaded in four chambers, and he was arrested and taken to the Police Station. After his departure Mrs. Milles and Macleod came to the house and the injured man and woman were removed to the General Hospital in their charge.

Mr. Smith never recovered consciousness and expired shortly before 10 p.m. on Saturday. The injured woman was in a critical condition, but there are hopes for her recovery.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong: Fires \$527, H.K. C. and M. Steamboats \$28, Shell, Transports 27/6, Raubs \$8, Hongkong Docks \$153, Kowloon Wharves \$103, Shanghai Docks \$103, Hongkong Hotels \$115, Electric \$14, Tramways \$215, Watsons \$13.

Sellers:—Hongkong Banks \$825, London £93 10s., Canton Insurances \$325, China and Manilla \$24, Douglas \$47, West Point \$50, Cottons \$14, China Borneo \$11, Ices \$236, Paper \$50, Watkins \$4.

Sales:—China Fires \$93, Indo-China \$74, China Sugars \$160, Hongkong Docks \$135, Kowloon Wharves \$103, Dairy Farms \$17, Cements \$22, Powells \$101, Watsons \$13.

Nominal:—National Banks \$47, Hongkong Wharves \$103, Hongkong Lands \$110, Humphreys Estates \$113, China Providents \$960, Powells \$101, Langkats \$124.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2 5/16
Do. demand 2/2 1/2
Do. 4 months' sight 2/2 1/2
America—Bank T.T. 2/2 1/2
Germany—Bank T.T. 2/2 1/2
Japan—Bank T.T. 2/2 1/2
Selling.
4 months' sight L/C 2/2 13/16
6 months' sight L/C 2/2 13/16
30 days' sight San Francisco & New York 53 1/2
1 months' sight do. 54 1/2
30 days' sight Sydney and Melbourne 2/2 1/2
4 months' sight France 2/2 1/2
1 months' sight Germany 2/2 1/2
Bar Silver 31 1/2
Bank of England rate 3 1/2
Sovereign 9 0/7

IN the Turkish Navy the crew and officers of a warship from a regiment, and the officers hold the same rank as on land. The captain is lieutenant-colonel, and so on.

THE most absurd of British laws is undoubtedly that forbidding a man pursuing his trade on Sunday. Apart from the moral aspect of the case, this law is constantly broken, and the cases being reported, form an excellent advertisement for the law-breaker.

To-day's Advertisement.

HONGKONG HOTEL.

—MENU—

SATURDAY, SEPTEMBER 8TH, 1906.

DINNER.

HORS D'OEUVRES.

Eggs au Aspic.

SOUP.

Mock Turtle.

ENTREES.

Grilled Fillet of Beef and Mushrooms.

Jugged Hare and Red Currant Jelly.

Cucumber au Gratin.

CURRY.

Dry.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Roast Capon and Bread Sauce.

Boiled Bacon and Spinach.

Cold Sheep's Head, Brawn and Plain Salad.

SWEETS.

Cornmeal Pudding.

Strawberry Ice Cream and Finger Cakes.

TIPSY CAKE.

DESSERT.

Coffee.

Fruit.

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

THE LEADING MAKERS

OF

THE WORLD.

Stoinway,

Bechstein,

Bluthner,

Winkelmann,

Collard & Collard,

Hopkinson,

Haake,

Krauss, &c.

CASH OR CREDIT,

OR ON

HIRE FROM \$10 PER MONTH,

INCLUSIVE.

22nd August, 1906.

[58]

IF YOU KNOW A GOOD

"SCOTCH"

when you taste it you will appreciate the

many good qualities

OF

D. & J. McCallum's

"PERFECTION"

WHISKY.

It is all Scotch and the best of all Scotch.

What more need be said?

Your Wine Merchant has it or will get it

for you.

Per Case \$15.00

A GREAT REPUTATION
IS ONLY WON BY GREAT ACHIEVEMENTS

D. & J. McCALLUM'S

PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY, FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

That is Why
WHEN ONCE TASTED, IT IS ALWAYS
PREFERRED TO OTHER BRANDS,
SIMPLY A CASE OF QUALITY & FLAVOUR.

SOLE AGENTS:—
H. PRICE & Co.
WINE MERCHANTS,
12, Queen's Road Central,
HONGKONG.

Hongkong, 22nd August, 1906.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT—
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUK
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGHOW"	27th "

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
"GENOA, MARSEILLES & L'POOL"	"PELEUS"	15th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
"HAVRE, ROTTERDAM & L'POOL"	"KINTUCK"	30th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

FROM	STEAMERS	DUK
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

The S.S. "Stentor," from Pacific Ports, left Kobe on the 31st ultimo for this port, via
Mojito and Nagasaki, and is due on or about the 8th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEIYANG"	8th September.
SHANGHAI	"YCHOOW"	8th "
MANILA	"TEAN"	11th "

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-
TOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNETaking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st September, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship: "SOUTH AMERICA" About: 10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. ORAUN.
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGUE ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free—
Hongkong, 30th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.
HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA	YOKOHAMA AND KOBÉ	8th September.
SEGAVIA	KOBÉ AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBÉ	28th September.
"HABSBURG"	SHANGHAI, YOKOHAMA AND KOBÉ	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBÉ	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBÉ	28th October.

HOMeward.

STEAMERS	DESTINATIONS	TO SAIL
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th September.
LIBERIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	22nd September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGAVIA	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
* HABSBUERG	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.
The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBUERG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

KOWLOON SHANGHAI AND CHINKIANG..... Freight and Passengers.
* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE.For steamers of the Coast Service marked * to
SIEMSEN & CO.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"HANGSANG"	SATURDAY, 8th Sept., Daylight.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 14th Sept., 3 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 15th Sept., 4 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.
Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 7th September, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
Inducement.The Steamship
"GLENFARG," 4,000 tons,
will be despatched as above, on TUESDAY,
the 11th September, at Noon."KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.
The above Steamers have splendid Accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 24th August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on
or about the 15th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 4th September, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN"

Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA."

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. "India and Egypt."

From Italy.

From Australia.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 6th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1906.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "BRAEMAR,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th instant, or they will not be recognised.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"
FROM MIDDLESBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.Consignees of Cargo will please take notice
that before delivery can be obtained, they must
sign an Average Bond, which is lying at the
Office of the Undersigned, and pay a deposit
of 10% on the value of their Cargo for con-
tribution to General Average.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 10th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
October, or they will not be recognised.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods under-
delivered after the 12th instant, will be subject to
rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th instant, or they will not be recognised.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th instant, at 11 A.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SUEVIA."

Captain Knäsel, having arrived from Hamburg
via Ports of Call, Consignees of Cargo are
hereby requested to send in their Bills of
Lading for countersignature by the Undersigned
and to take immediate delivery of their goods
from alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding their discharge will be
landed into the Godowns and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignee's risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th September, 1906,
will be subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th September, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th September, 1906.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATOON APCAR."

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside
Cargo impeding the discharge will be landed
at once, at Consignee's risk and expense.Cargo remaining on board after 4 P.M. of the
8th instant, will be landed at Consignee's risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignee's risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 6th September, 1906.

S.S. "SALAZIE."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

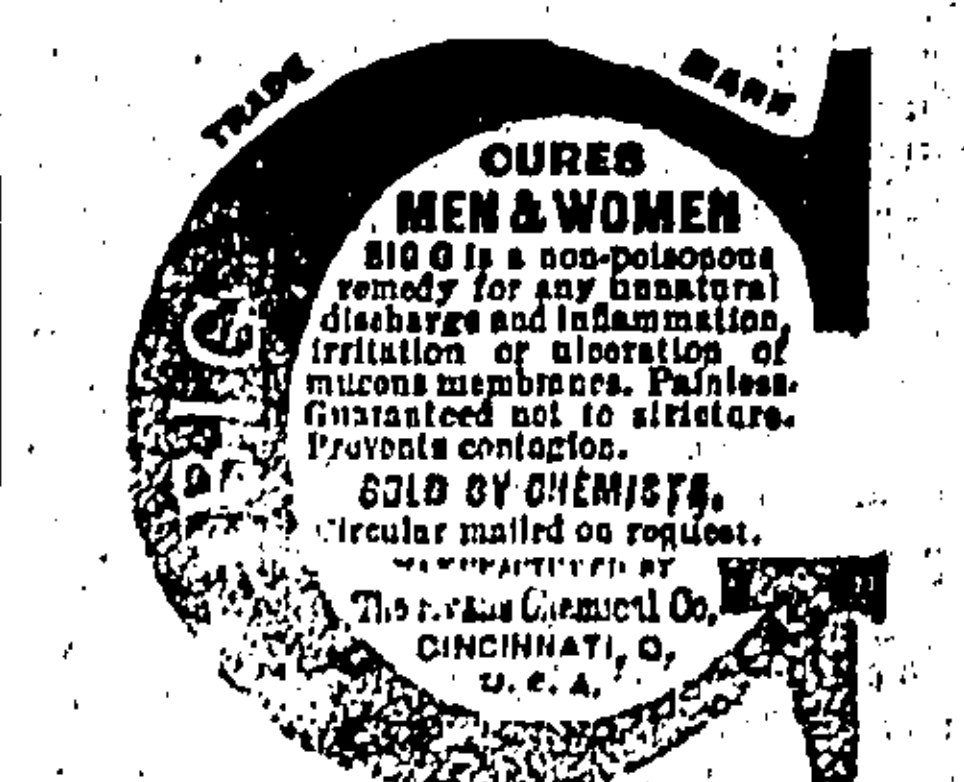
CONSIGNEES of Cargo from London
ex s.s. "Madoe" and "Charente," and from
Havre ex s.s. "Madoe," in connection with
above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignee
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 10th September, at Noon, will
be subject to rent and landing charges.All claims must be sent in to me on or before
the 10th September, or they will not be recog-
nised.All damaged packages will be examined on
MONDAY, the 10th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd September, 1906.

Intimations.



CURES
MEN & WOMEN
BIG O is a non-poisonous
remedy for any functional
disorders and inflammation
of mucous membranes. Painless.
Invulnerable to all stimulants.
Proven by chemists.
GOLD BY CHEMISTS.
Regular mailed on request.
The New Chemical Co.,
CINCINNATI, O., U.S.A.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

Arrivals

Shark—Sa Yu	10
Skate—Po Yu	10
Shrimps—Ha	24
Snapper—Lap Yu	12
Soles—Tai Sa Yu	24
Tench—Wan Yu	11
Turbot—Cho How Yu	12
Turtles, small, fresh water—Keok Yu.....	50
White Bait—Ngan Yu Chai	11

FRUITS.

Almond—Hung Yan.....	18
Apples, (California)—Kam San Ping	
Ko.....	22
(Chefoo)—Tin Chua Ping,	
Ko.....	28
Small—Hoi Tong.....	7
Custard—Fau Lai Chi..... each	
Bananas, fragrant, Canton—Sang Sheng	
Heung Chiu	9
(brides), Macao—San Heung Chiu ..	4
Chestnuts, Chinese—Foong Lut.....	
Carambola—Yeung Tou	10
Cocoanuts—Yeh Tai	10
Grapes—Sin Tai Tai.....	10
Lemons, China—Ning Moonz.....	10

ers, for Ho

" Amer.—Kum San Ning Moong,"	
Lichees, Dried—Lai Chi Con	50
" Fresh, Lai Chi	
Limes, (Saigon)—Sai Kung Ning	
Moong each	7
Mango, Macin—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tze doz.	—
Oranges, (American)—Sang Sheng Tim	
Chang each	8
" Small—Tai Kut catty	—
" Mandarin—Tim Kut	8
Olives—Pak Lam lb	—
Passion Fruit dozen	—
Pears, (American)—Kam San Shui Li Th	15
" (Canton), Cooking—Sa Li	8
" (Shanghai)—Sheung Hol Li	12
Peanuts, —Fa Sang	—
Persimmons Large, —Hung Chi	10
Pine-apples, 1st quality—Sheung Poon	
Ti Paw-law each	3
and cooking—Chung-tang	7
Paw-law	—
Platams—Tai Chen lb	—

and Miss

Plums, Swatow—Hung Lai	10
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Tou	12
" Green—Sang Hop Tuo	—
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VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah Chi Chauk	D
Beans, (French) Macao—Oh Moon Pia Tau	—
Beans, (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Choi	—
Beans Long—Tau Kok	6
Beet Root—Hung Chai Tau	each
Brijnals, Green—Cheng Yuen Ker	—
Brijnals, Red—Hung Ker	—
Bamboo—Pak Choi	4
Bamboo Shoots—Chook Shun	—
Cabbage, Chinese, com.—Kai Choy	—
Cabbage Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	"
Cane Shoots, bunch—Kau Shun	—

with heat

Cauliflower, Large size—Tai Yeh Choi	.....	—
Fa	.....	—
Cauliflower, Medium size—Cheung Yeh	.....	—
Choi-fa	.....	—
Cauliflower, Small size—Sai Yeh Choi-fa	.....	—
Carrots—Kam Shun	.....	10
Celery, Chinese—Tong Kan Choi	.....	10
Celery, English—Yeung Kan Choy	.....	—
Celery, White—Pak Yeung Kan Chui...	.....	—
Chilies Dried—Con Lat Chiu	.....	20
Red—Hung Fa	.....	10
Green—Cheng Lat Chiu	.....	10
Curry Stuff, English—Ka Leu Choi Liu	.....	—
Cucumbers—Cheng Kwa	.....	—
Bitter Squash—Fu Wa	.....	—
Garlic—Suen Tau	.....	—
Ginger, young—Sun Tax Keung	.....	—
old—Lo Keung	.....	—
Horse Radish, Shanghai—Lik Kan	.....	3
Indian Corn—Suk Mai	.....	—
Lettuce—Yeung Sang Choi	.....	—

rang 21st

Water Chestnuts—Ma Tai	"
" Mandarin—Kwei Lum Ma Tai	"
Musk Melon	"
Mushrooms Fresh—Sang Cho Kho	4
Onions, Bombay—Yeung Chung Tau ..	"
" Green—Sang Chung	"
" Shai—Sheung Hoi Chung Tau ..	"
" Japan—Yat Poon	"
Okroes—Mo Ker	"
Parley, English—Yeung Un Sai	h 52.2
Gradus Pea	"
Green Peas—Chung Tau	"
Potatoes, Sweet—Fan Shu	"
" Shanghai—Sheung Hoi Shu ..	"
" Japan—Yat Poon Shu Tsai ..	"
" American—Fa Ki	"
" Foochow—Fuk Chau Shu Tsai ..	"
" Macao—Oh Moon	"
Pumpkin—Toong Kwa	"
Radish—Hung Lo Pak Tsai,	doren
Rhubarb	"
Shalots—Con Chung Tau	"
Spinage (Chinese)—Paw Choi	"

-O, S. K.

Tomatoes—Fan Ker.....	1
Sprouts—Fan Chai.....	1
Taro—Wu Tan.....	1
Turnips, Pun-ti (Long)—Low Pak.....	1
" English—Young Low Pak, piece.....	1
Vegetable Marrow—Chi Kwa.....	1
Water Cresses—Sai Yeung Choi.....	1
" Caltrops—Lan Kok.....	1
" Lily Roots—Lin Ngau.....	1
Yams—Tsi Shu.....	1

C. W. BRATT,
Inspector of Markets.

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices quoted.

G. A. WOODCOCK,
Secretary, Sanitary Board.

